**THE CITY OF SAN DIEGO**

# M E M O R A N D U M

DATE:       July 8, 2019

DUE:        September 30, 2019

TO:         Gary Pence, Senior Traffic Engineer, Operations Section, Transportation
            Engineering Operations Division (TEO)
            Joseph Jimenez, Senior Traffic Engineer, Operations Section, TEO
            Steve Celniker, Senior Traffic Engineer, Traffic Signals Section, TEO

FROM:       Julio Fuentes, Senior Traffic Engineer, Safety Section, TEO

SUBJECT:    High Injury Crash Rate and Pattern Intersections for Calendar Year 2018 &
            High Severe and Fatal Crash Rate Segments for Calendar Years 2014 to 2017

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For calendar year 2018, seven (7) intersections with high (1 standard deviation or more above average) injury crash rates were identified, along with three (3) intersections with injury crash patterns (4 or more of the same crash type from the same directions).  One intersection is on both lists.

Two (2) segments with a high severe and fatal crash rate were identified for calendar years 2014–2017.

The top pedestrian crash locations are being identified systemically using the results of the Systemic Analysis Report Program.  We will provide additional information on specific locations later this month.

Please review the locations to determine what traffic engineering measures, if any, are expected to improve safety.  Crash summaries and diagrams have been prepared to assist you.  If you have any questions, please contact Phil Rust at (619) 533-3714.

Julio Fuentes
Senior Traffic Engineer
PR/am

## INTERSECTIONS WITH HIGH INJURY CRASH RATES[1]
### CALENDAR YEAR 2018

| INTERSECTION | INJURY CRASH RATE[2] | TOTAL INJURY CRASHES | ENTERING TRAFFIC[3] |
|---|---|---|---|
| 1.  Del Sol Boulevard & Kostner Dr [all-way stop] | 1.89 | 5 | 7,264 |
| 2.  Lebon Drive & La Palmilla Drive [signalized] | 1.43 | 7 | 9,552 |
| 3.  Main Street & Vesta Street [signalized] | 0.99 | 7 | 19,453 |
| 4.  Dairy Mart Rd & Camino De La Plaza [all-way stop] | 0.96 | 4 | 11,388 |
| 5.  Ash Street & 04th Avenue [signalized] | 0.96 | 8 | 22,940 |
| 6.  Imperial Avenue & 45th Street [signalized] | 0.82 | 6 | 20,101 |
| 7.  University Ave & Rolando Boulevard [signalized] | 0.78 | 5 | 17,600 |

## INTERSECTIONS WITH INJURY CRASH PATTERNS[4]
### CALENDAR YEAR 2018

| INTERSECTION | INJURY CRASH PATTERN | PATTERN INJURY CRASHES |
|---|---|---|
| 1. Ash Street & 04th Avenue [signalized] | (SB vs. WB) Broadside | 5 |
| 2. Clairemont Mesa Boulevard & Convoy St. [signalized] | (EBLT vs. WB) Broadside | 5 |
| 3. 10th Avenue & A Street [signalized] | (SB vs. EB) Broadside | 4 |

## SEGMENTS WITH HIGH SEVERE & FATAL CRASH RATE[5]
### CALENDAR YEARS 2014 to 2017

| SEGMENT | FATAL & SEVERE CRASHES PER MILE | FATAL & SEVERE CRASHES | SEGMENT LENGTH (FT) | TOTAL INJURY CRASHES |
|---|---|---|---|---|
| 1. Euclid Av between Market St & Elm St [5 signals] | 8.5 | 8 | 4,991 | 102 |
| 2. Imperial Av between SD 805 & 55th St [8 signals] | 7.3 | 8 | 5,812 | 100 |

[1] The intersections were identified from seventy-two (72) intersections with four (4) or more injury crashes for Calendar Year 2018. High is defined as one standard deviation (0.29) or more above average. Injury crash rates were calculated for the seventy-two (72) intersections to find the average (0.40). Crashes with only property damage are not included.

[2] The injury crash rate equals:  (number of reported injury crashes x 1 million) divided by (entering traffic x 365 days).

[3] Entering traffic is the number of vehicles entering the intersection on an average weekday.

[4] The intersections were identified from the same seventy-two (72) intersections with four (4) or more injury crashes for Calendar Year 2018. Any intersection with four (4) or more injury crashes of the same type and from the same direction were included.

[5] The segments were identified from the thirty-four (34) segments with four (4) or more fatal or severe crashes in Calendar Years 2014-2017.

Attachments:  1. CY 2018 High Injury Crash Rate Summaries
2. CY 2018 Injury Crash Pattern Diagrams and Summaries
3. CY 2014-2017 High Severe and Fatal Crash Rate Segment Diagrams and Summaries

CC:    Gene Matter, Assistant Director, Transportation and Storm Water Department
Duncan Hughes, Deputy Director, Transportation Engineering Operations (TEO)
Everett Hauser, Program Manager, TEO
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